AMENDMENTS TO THE SPECIFICATION

Please amend the paragraph beginning on line 7 of page 8 to read as follows:

When torque is applied to the crank axle 32 in a clockwise direction with regard to the depiction of Figure 2, a component of this torque urges the bearing assembly 38 and swing arm 44 in a rearward direction so as to overcome some degree of the biasing force exerted by the spring 54. If the torque is of a sufficient level to overcome a threshold level of biasing force, the swing arm 44 and associated crank assembly 38 will move, to a small degree, in the rearward direction. This motion corresponds to the amount of torque applied to the crank axle 52, and generates a control signal which is employed to control one or more shock absorbing devices associated with the cycle. In the Figure 2 embodiment, a control cable 56 assembly, which is a push-pull cable, is supported by the stop block 52 and frame 48 of the cycle. The movable portion 58 of the cable assembly is affixed to the bearing assembly 38. When a sufficient level of torque is applied to the crank axle 32, motion of the bearing assembly in a rearward direction moves the movable portion 58 of the cable [[56]] 59, and this motion constitutes a control signal which is communicated by the cable 56 to the shock damping device (not shown) of the cycle. As will be appreciated, the level of torque required to move the bearing assembly 38 and generate the control signal may be controlled by controlling the amount of tension of the biasing spring 54 via the tensioning screw 56.

Please amend the paragraph beginning on line 20 of page 13 as follows:

While the system of Figure 5 may be implemented with one pressure sensor [[82]] and one signal line [[86]], the system most preferably operates with two pressure sensors. By using two sensors, the controller 84 is capable of distinguishing between a force which is

simultaneously applied to both pedals, as for example when a cyclist is standing on the pedals, and a force which is applied to only one pedal. The controller 84 may include relatively simple logic circuitry which will enable it to generate control signals for activating and deactivating the shock damping devices 12, 16. The controller 84 may operate to activate the shock damping devices 12, 16 in a simple on-off mode, or it may sense the level of force applied to the pedals and control the shock damping devices in proportion thereto. The Figure 5 embodiment can also be implemented with a purely mechanical system wherein compression of a hydraulic fluid generates a control signal which activates the shock damping devices. Likewise, the Figure 5 embodiment can employ the displacement of a spring or the like to provide the control signal.